

# CHINA



# MAIL.

Established February, 1845,

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXV. No. 4921. 號六十月四年九十七百八千一英

HONGKONG, WEDNESDAY, APRIL 16, 1879.

日五廿月三年卯己

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALLEN, 8, Clement's Lane, Lombard Street. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTH, Ludgate Circus. E. C. BATES, HENRY & Co., 4, Old Jewry. E. C. SAMUEL, DEACON & Co., 100, & 154, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSEY, 19, Rue Monsieur, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO AND AMERICAN PORTS generally:—BEAN & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & Co., Singapore. O. HEINZELN & Co., Malacca.

CHINA:—Messrs. A. A. DE MELLO & Co., Swatow. CAMERON & Co., Amoy. WILSON, NICHOLS & Co., Foochow. HEDGES & Co., Shanghai. LANE, CRAWFORD & Co., and KELLY & WALKER, Yokohama. LANE, CRAWFORD & Co.

## BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, \$5,000,000 Dollars. Reserve Fund, \$1,800,000 Dollars.

### COURT OF DIRECTORS.

Chairman:—W. H. FORBES, Esq.

Deputy Chairman:—HON. W. KESWICK.

E. R. BELLING, Esq. WILHELM REINERS, Esq.

H. L. DALEY, Esq. F. D. SASSOON, Esq.

H. HOPKINS, Esq. W. S. YOUNG, Esq.

A. MOLVER, Esq.

### CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.

### MANAGER.

Shanghai, E. W. CAMERON, Esq.

LONDON BANKERS:—London and County Bank.

## HONGKONG.

### INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—

For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. " "

" 12 " 5 per cent. " "

### LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East.

Hongkong, February 15, 1879.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.

At 3 months' notice 8 per Annum.

" 6 " " 4 " "

" 12 " " 5 " "

On Current Accounts at Rates which can be ascertained at their Office.

D. A. J. CROMBIE, Acting Manager.

Oriental Bank Corporation, Hongkong, November 23, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £2,500,000. RESERVE FUND, £1,000,000.

Bankers.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On Current Accounts, 2 per cent. per annum on the daily balance.

On Fixed Deposits.

For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. " "

" 12 " 5 per cent. " "

## Entertainment.

GARRISON THEATRE.

BY PERMISSION

OF MAJOR-GENERAL E. DONOVAN, AND

LIEUT. COLONEL HALL, AND

OFFICERS R.A.

THE ROYAL ARTILLERY

DRAMATIC CLUB,

will give

A PERFORMANCE,

**THIS EVENING,**

the 16th April, 1879.

For the benefit of a Widow of the

Corps.

The Performance

will commence each EVENING,

with the

**DOMESTIC DRAMA**

In Two Acts, entitled

**THE CHIMNEY CORNER.**

To conclude

Each EVENING with the Original and

Entertaining FARCE, entitled

**B. B.**

By kind permission the Band of 27th

Infantry will attend.

Price of Admission:

First Seats, One Dollar.

Second do, 50 Cents.

Third do, 25 " "

Tickets can be obtained at the OFFICERS' MESS, SERGEANTS' MESS, and CANTEN, SERGEANTS, R.A., and 27th INFANTRY, and at the DOORS on the NIGHTS of Performance.

Doors Open at 8.30 p.m.

To commence at 9.00 " "

**PUNKAH.**

"GOD SAVE THE QUEEN."

Hongkong, April 16, 1879. ap17

THE HONGKONG CHORAL SOCIETY.

WILL PERFORM

**TRIAL BY JURY,**

by

ARTHUR SULLIVAN,

AND

DEBEN'S BALLAD OPERA,

**THE WATERMAN,**

at the

**CITY HALL THEATRE,**

ON

**TUESDAY NEXT,**

the 22nd Instant, at 9 p.m.

Tickets may be obtained and Places secured at Messrs LANE, CRAWFORD & Co.'s, on and after Thursday, the 17th, at Noon.

W. WHEELER,

Acting Hon. Secretary.

Hongkong, April 15, 1879. ap22

**Auctions.**

**PUBLIC AUCTION.**

THE Undersigned has received instructions to sell by Public Auction, ON

**FRIDAY,**

the 18th of April, 1879, at 11 a.m., at his Sales Room, Zetland Street,—

(For account of the concerned.)

50 Cases **YELLOW METAL**, from

16 to 24 ounces.

TERMS—Cash on delivery.

F. RAPP,

Auctioneer.

Hongkong, April 12, 1879. ap18

**PUBLIC AUCTION.**

**TO BE SOLD BY PUBLIC AUCTION,** shortly, on a day to be hereafter named, unless previously disposed of by private contract,—

**THE HONGKONG DISTILLERY,**

Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE

PIECES OF GROUND close to the water, viz:—Inland Lots Nos. 749, 751 and 752, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES, erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, STILLS, VANS, STOCK, and TRAPS FURNITURE and FITTINGS.

For further Particulars, apply to Messrs SHARP, TOLLER, and JOHNSON,

Solicitors, Supreme Court House, Hongkong.

Hongkong, March 5, 1879.

## Intimations.

## EX LATE ARRIVALS.

CALCUTTA SUN HATS and HELMETS in New Shapes. CHRISTY'S SUMMER STRAW and FELT HATS. ELLWOOD'S EXTRA LIGHT PATENT AIR CHAMBER HELMETS. FRENCH LIGHT SUMMER BOOTS & SHOES, CANVAS SHOES.

ELECTRO-PLATED ICE PAILS, ICE TONGS, ICE SHOVELS, ICE PITCHERS. The New ELECTRO-PLATED READING LAMPS for Kerosine, perfectly safe. ELECTRO-PLATED GIGAR LAMPS, LAMP TENSIS BATS and BALLS. POCKET SIPHONIAS and WATERPROOF COATS.

AUTOMATON UMBRELLAS, PERFUMERY and TOILET SOAPS. INDIA RUBBER AIR BEDS, CUSHIONS and PILLOWS. The New CHIT BOOKS. MAPS OF AFGHANISTAN. CAFETIERES. COCOA-NUT MATTING & MATS. NEW SCARVES, BRACES and COLLARS.

The PATENT LIFE JACKETS and SWIMMING BELTS. MEERSHAUS and BRIAR PIPES. DE LA RUE'S and AMERICAN PLAYING CARDS. The Celebrated HUNYADI JANOS MINERAL WATER. SPRATT'S FIBRINE DOG BISCUITS. MAGNIFYING GLASSES.

MAPS OF CHINA. A Large COLLECTION OF WORKS OF REFERENCE. FAMILY SCALES. OVERLAND-TRUNKS.

CLARETS, SAUTERNES and OTHER LIGHT SUMMER WINES.

**LANE, CRAWFORD & Co.**

Hongkong, April 2, 1879.



## GOVERNMENT NOTIFICATION.

HIS EXCELLENCY GOVERNOR POPE HENNESSEY intends to receive GENERAL GRANT at the MURRAY PIER on the GENERAL'S arrival, and the Governor would be glad if the Members of both Councils, the Foreign Consuls, the Heads of Departments and the leading inhabitants of the Colony would do him the favour of also welcoming so distinguished a Visitor at the landing place. The probable time of the General's arrival will be announced in another Notification.

By Command, W. H. MARSH, Colonial Secretary.

Colonial Secretary's Office, Hongkong, April 12, 1879.

IN THE SUPREME COURT OF HONGKONG.

In the Matter of ELIJAH LILLEY, Adjudicated a Bankrupt on the 15th day of October, 1878.

A DIVIDEND MEETING will be held on SATURDAY, the Nineteenth day of April, 1879, in the above Estate, commencing at ELEVEN o'clock in the forenoon precisely.

CREDITORS who have not already proved their debts, are to come prepared to prove the same, or they will be excluded from the benefit of the said Dividend, and all CLAIMS not then proved, will be disallowed.

C. B. PLUNKET, R. gistrar.

Hongkong, April 12, 1879. ap19

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that pursuant to the provisions of the Articles of Association of the Company, and of the Companies Ordinance 1868, an EXTRAORDINARY GENERAL MEETING of Shareholders will be held at the Company's Office, situate at No. 7, Queen's Road, Hongkong, at 8 p.m. on TUESDAY, the 6th day of May next, for the purpose of passing a special Resolution making certain alterations in the Articles of Association of the Company to the following effect, viz:—

1. That the General Managers, with the sanction of the Consulting Committee, in any years that the accounts of the Company shall render it desirable, may pay loans wholly or in part out of the excess of the Reserve Fund over and above \$250,000, in order that contributing and other Shareholders may not unnecessarily be deprived of bonus and Dividend; such changes to take effect from the 1st January, 1878.

2. That the annual bonus payable to contributing Shareholders and the annual contribution to the reserve fund be left to the discretion of the General Managers and Consulting Committee, and that the sum to be annually appropriated to dividend be subject to the approval of the company in Meeting.

NOTICE is hereby also given that a Second Extraordinary General MEETING of Shareholders will be held, at the same hour and place, on TUESDAY, the 20th day of May next, for the purpose of confirming such special Resolution as aforesaid.

Dated the 15th day of April, 1879.

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, April 12, 1879. my20

## NOTICE.

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY, IN LIQUIDATION.

AN EIGHTH RETURN OF CAPITAL at the Rate of TWO TAELS per SHARE, will be made to Shareholders of Record on the 3rd April, Payable at the Office of the Liquidators, on WEDNESDAY, the 9th April. Warrants will then be delivered by the Undersigned to Shareholders, or their lawful representatives, on presentation of Share Certificates for Endorsement. The Transfer BOOKS of the Company will be CLOSED from the 3rd to the 9th April, inclusive.

By Order, RUSSELL & Co., Liquidators.

Shanghai, April 1, 1879. my7

SAINT JOHN'S CATHEDRAL CHURCH.

THE ANNUAL GENERAL MEETING of the Parish of St. John's Cathedral Church, will be held at the Vestry on THURSDAY, the 24th day of April instant, at 4.30 p.m., for the purpose of electing Two Trustees for the ensuing year, and for passing the accounts of the Treasurer, under the Provision of Clauses 4 and 16 of Ordinance No. 2 of 1847. Applications for Seats may be made to the Undersigned.

EDMUND SHARP, Trustee and Treasurer to the Body of Trustees.

Hongkong, April 15, 1879. ap24

## NOTICE.

FROM the 1st of OCTOBER, DR EASTLAKE will receive his PATIENTS at his new DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL.

Hongkong, September 23, 1878.

## DENTAL NOTICE.

DR. ROGERS will visit SHANGHAI during the Summer Months, leaving Hongkong on the 1st of April next, and returning about 1st November.

Hongkong, February 10, 1879.

HONGKONG WHARF & GODOWNS STORAGE.

GOODS RECEIVED ON STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision, and VESSELS Discharged alongside the WHARF, on favorable Terms, with quick despatch.

MEYER & Co., Proprietors.

Hongkong, November 29, 1878. my29

ROMARIA A SANCHUAN.

PROJECTA-SE fazer uma romaria a sepultura do grande Apostolo, das Indias, S. Francisco Xavier, sahindo d'aqui ás 8 horas da tarde de Sábado, 8 de Maio p.v., (13 de lua) e do Sanchuan no Domingo a hora mais conveniente. Das quatro romarias que se fizeram neste século, em Dezembro de 1803, Agosto de 1827, Dezembro de 1869, e 3 de Maio de 1874, esta ultima foi a mais bem succedida em consequencia da falta de ventos impetuosos n'esse mes em que a romaria do Nordeste cessa de ter.

O preç. de bilhetes incluindo comida sera \$5 por cada romario.

J. J. DE SILVA e SOUZA, Secretario.

Hongkong, Dia de Assunção, 1879. m3

## FOR SALE.

EUGENE RIMMEL'S TROPICAL FLOWER WATER.

SUPERIOR TO ALL SIMILAR PREPARATIONS. VOGEL & Co., Sole Agents for China.

Hongkong, February 19, 1879. my19

## FOR SALE.

DEVOE'S KEROSENE OIL, in One Pint Tins, according to the Ordinance. LANE, CRAWFORD & Co.

Hongkong, April 12, 1879. ap19

## Notices of Firms.

### NOTICE.

THE INTEREST and RESPONSIBILITY of Mr WILLIAM SALWAY in our Firm CEASED on the 1st Instant. Mr W. WILSON will Sign the Firm in Liquidation.

WILSON & SALWAY, Architects, &c.

WITH Reference to the above, I have admitted Mr SUTHERBY GODFREY BIRD as a Partner; the Business will henceforward be continued under the Name of "WILSON & BIRD."

W. WILSON.

Hongkong, April 7, 1879. my7

### NOTICE.

THE INTEREST and RESPONSIBILITY of Mr WALTER SCOTT FITZ, in our Firm in Hongkong and China, CEASED on the 31st December last.

Mr CHARLES VINCENT SMITH is admitted a Partner from this Date.

RUSSELL & Co.

Hongkong, January 1, 1879. jy1

### NOTICE.

MR. JAMES ANDERSON, formerly Manager of the Foochow DOCK, has this Day been admitted a Partner in our Firm.

J. INGLIS & Co., Victoria Foundry, Wanchai.

Hongkong, April 1, 1879. jy8

## Shipping.

### Steamers.

FOR SWATOW, AMOY & FOOCHEW.

The Steamship "K'WANGTUNG,"

Capt. PUNCHARD, will be despatched for the above Ports on THURSDAY, the 17th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong, April 15, 1879. ap17

FOR SHANGHAI.

The Steamship "LORD OF THE ISLES,"

will be despatched as above on FRIDAY, the 18th Inst., at 2 p.m.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, April 15, 1879. ap18

FOR MANILA (DIRECT).

The Spanish Steamer "SALVADORA,"

LARINAGA, Master, will be despatched for the above Port on FRIDAY, the 18th Inst., at 5 p.m.

For Light Cargo or Passage, apply to REMEDIOS & Co.

Hongkong, April 15, 1879. ap18

### NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TANAIS,"

Command. DE LA MARCELLE, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX, Agent.

Hongkong, April 10, 1879.

### NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT



## Intimations.

Volume Seventh of the  
"CHINA REVIEW."

Now Ready.

No. 4. Vol. VII.

## CHINA REVIEW

## CONTAINS—

Jottings from the Book of Rites—  
Brief Sketches from the Life of K'ung-ming.  
The Ballads of the Shi-king.  
Translations of Chinese School-books.  
The Critical Disquisitions of Wang Oh-tung.  
Alchemy in China.  
Appendix to Yü-lie's "Coins of the Ta-Ching Dynasty."—Hien Fung's Period.  
Short Notices of New Books and Literary Intelligence.  
Notes and Queries—  
A Few Fatty Additions to Dr Douglas's Dictionary.  
Trouts in China.  
Ancient Vases.  
Inheritance.  
Greeting the Spring.  
Adoption.  
The Term Kwai.  
Mongol and Yuan-pao.  
Leasehold Usage.  
Chinese Coins.  
Coronation of the King of Loohoo.  
The Ouyg Alphabet.  
Books Wanted, Exchanges, &c.  
China Mail Office,  
Hongkong, March 21, 1879.

## NOTICES TO CORRESPONDENTS.

## FROM LONDON AND SINGAPORE.

THE S.S. *Glenagles* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods—  
with the exception of Opium—are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats—delivery may be obtained.  
Optional Cargo will be forwarded unless notice to the contrary be given before 2 o'clock on 14th.  
Cargo remaining undelivered after the 21st instant will be subject to rent.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by JARDINE, MATHESON & Co.  
Hongkong, March 16, 1879. ap21

## FROM LONDON, SINGAPORE AND PENANG.

THE Steamship *Lord of the Isles* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharf or Boats—delivery may be obtained.  
Cargo remaining undelivered after the 21st instant will be subject to rent.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.  
Hongkong, April 15, 1879. ap21

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.  
No Fire Insurance has been effected.  
G. DE CHAMPEAUX, Agent.

AME (in diamond) H L S (underneath)  
Nos. 3, Order, 1 case Cotton, from London.

F V Mr F. Vincent, 26 bags Beans, A L from Saigon.

A Nos. 135/142, Assen, 8 cases Umbrellas, from Marseilles.

A A No. 100, Messrs Melchers & Co., 1 case Merchandise, from Marseilles.

S P Order, 22 bags Stones, from Madras.

Hongkong, April 10, 1879.

## To-day's Advertisements.

## FOR SHANGHAI

The Steamship  
"AMOI,"  
G. H. DREWSE, Master, will be despatched for the above Port TOMORROW, the 17th inst., at 4 p.m.  
For Freight or Passage, apply to  
SIEMSEN & Co.  
Hongkong, April 16, 1879. ap17

## FOR NEW YORK

The 41 American Ship  
"H. ZE,"  
EVANS, Master.  
For Freight, apply to  
VOGEL & Co.  
Hongkong, April 16, 1879.

## FOR MANILA

The 41 Italian Bark  
"EMILIO V.,"  
MARELLI, Master.  
For Freight, apply to  
VOGEL & Co.  
Hongkong, April 16, 1879.

LOST, on the Morning of the 16th inst., a Black and Tan TERRIER PUP, has white spot on breast; answers to the name of "PUNOL."  
A Reward will be given to anyone who may return it to Messrs J. Inglis & Co., Wanchai.  
Hongkong, April 16, 1879. ap23

## FOR SALE

COKE, 50 tons.  
COAL TAR, 50 tons.  
Delivery to be taken at the Gas Works, West Point.  
Hongkong, April 16, 1879. ap30

## To-day's Advertisements.

TO LET.  
TOGETHER OR SEPARATELY.  
MARINE HOUSE—WEST.  
FIRST AND SECOND FLOORS, and A GODOWN.  
Apply to  
E. R. BELLIOS.  
Hongkong, April 16, 1879. my1

## Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

JERMAN FRIEDRICH, German brig, Capt. A. H. KRONCKE.—Wielor & Co.  
GOLDEN FLECKE, British barque, Capt. James Wiltshire.—Gibb, Livingston & Co.  
ONEIDA, British ship, Captain S. Clyma.—Gibb, Livingston & Co.  
TAIWAN, German barque, Captain O. Jensen.—Arnhold, Karberg & Co.  
QUEEN OF INDIA, British barque, Capt. R. H. Cary.—Adamson, Bell & Co.  
LORD OF THE ISLES, British steamer, Capt. T. S. Beal.—Gibb, Livingston & Co.

## SHIPPING.

## ARRIVALS.

April 16, *Prima Donna*, American ship, 1450, W. H. Leach, Yokohama April 4, Ballast.—Vogel & Co.  
April 16, *Gesine Brown*, German barque, 402, F. v. Trumbach, Singapore March 8, Wood.—Wielor & Co.  
April 16, *Amoy*, British steamer, from Canton.  
April 16, *Fuyew*, Chinese steamer, from Canton.  
April 16, *Tanais*, French steamer, 1785, de la Marcellie, Yokohama April 10, Mails and General.—WELLS & Co.  
April 16, *Flintshire*, British steamer, 1336, T. Thomas, Saigon April 10, Rice.—GIBB, LIVINGSTON & Co.  
April 16, *Malina*, German barque, 479, R. Kluge, Singapore March 19, Timber.—WIELER & Co.

## DEPARTURES.

Apr. 16, *B. F. Watson*, for Saigon.  
16, *Glenagles*, for Shanghai.  
16, *Emil Julius*, for Whampoa.  
16, *An-lan*, Chinese K.O., for a cruise.  
16, *Norna*, for Saigon.  
16, *Diamond*, for Manila.  
16, *Arratoon Apear*, for Singapore, Penang, and Calcutta.  
16, *Moran*, for Singapore, Penang, and Calcutta.  
16, *Penedo*, for Manila.

## CLEARED.

*Fuyew*, for Shanghai.  
*Lord of the Isles*, for Shanghai.  
*Amoy*, for Shanghai.  
*Kwangtung*, for Coast Ports.  
*Wrecker*, for Swatow.  
*Danbighshire*, for Manila.

## PASSENGERS.

Per *Tanais*, from Yokohama, Messrs Yokokawa and Nakawa.  
Per *Flintshire*, from Saigon, Messrs Serre, Duby, and 83 Chinese.

## DEPARTED.

Per *Glenagles*, for Shanghai, Mr Robinson.  
Per *Arratoon Apear*, for Singapore, &c., Mr and Mrs Dauver, Messrs J. R. Shioore, Madge, H. N. Cooper, and 250 Chinese.  
Per *Moran*, for Singapore, &c., 350 Chinese.  
Per *B. F. Watson*, for Saigon, 2 Europeans.  
Per *Norna*, for Saigon, 76 Chinese.  
Per *Diamond*, for Manila, 1 European.  
Per *Penedo*, for Saigon, 2 Chinese.

## TO DEPART.

Per *Fuyew*, for Shanghai, 100 Chinese.  
Per *Amoy*, for Shanghai, 10 Chinese.  
Per *Kwangtung*, for Coast Ports, 2 Europeans, and 300 Chinese.

## SHIPPING REPORTS.

The German barque *Gesine Brown* reports: Mostly fine weather and strong N.E. winds.  
The British steamer *Flintshire* reports: Had strong winds and heavy head sea with continuous rain to Ladrones, from thence fine weather.

The German barque *Malina* reports: Left Singapore on the 19th March, and worked to the Eastward with light E.N.E. winds. From 11th of April to 16 N. and 115 E., had strong N.E. winds with very heavy sea. Passed Cape Rock on the 14th, and anchored same night. Made up to Lama Island on the 15th.

## POST OFFICE NOTICES.

## MAILS WILL CLOSE—

For SAIGON.—  
Per *Gordon Cat*, at 7.30 a.m. Tomorrow, the 17th inst.

For SHANGHAI.—  
Per *Fuyew*, at 9.30 a.m. Tomorrow, the 17th inst.

Per *Amoy*, at 8.30 p.m. Tomorrow, the 17th inst.

For MANILA.—  
Per *Salvadora*, at 4.30 p.m. on Friday, the 18th inst.

For SAIGON.—  
Per *Caustandra*, at 5 p.m. on Friday, the 2nd May.

## MAILS BY THE TORRES STRAITS PACKET.

The Australian Contract Packet *Somerset*, will be despatched from Hongkong, on SATURDAY, the 19th inst., with Mails for Singapore, Thursday Island, Cooktown, Cleveland Bay, Bowen, Keppel Bay, Brisbane, Sydney, Tasmania, New Zealand, Fiji, and Melbourne.  
Correspondence can be Registered till 10 a.m. and from 11.30 to 11.45.  
The Mails will be closed at noon. Supplementary mail on board with 18 cents late fee till time of departure.  
Correspondence for South-west and Western Australia can be sent by this route if do so, but as a general rule it is better to send it via Cebu.

Hongkong, April 16, 1879. ap30

## MAILS BY THE FRENCH PACKET.

The French Contract Packet *Anadyr* will be despatched on SATURDAY, the 19th inst., with Mails to and through the United Kingdom and Europe, via Naples, to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, India (via Madras), Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suva, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Accra.

## MAILS BY THE BRITISH PACKET.

The British Contract Packet *Khia*, will be despatched on TUESDAY, the 22nd inst., with Mails to and through the United Kingdom and Europe via Brindisi or Southampton; to the Straits Settlements, Batavia, Borneo, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australian Colonies, E. or S. Africa, nor for Mauritius.

## HOURS OF CLOSING

THE CONTRACT MAILS.  
The following hours are observed in closing Mails, &c., by both the British and French Contract Packets:—

Day before departure.—  
5 p.m.—Money Order Office closes; Post Office closes except the NIGHT BOX, which remains open all night.

Day of departure.—  
7 a.m.—Post Office opens.

10 a.m.—Registry of Letters closes. Posting of all printed matter and patterns ceases.

11 a.m.—Mails closed, except for Late Letters.

11.10 a.m.—Letters may be posted with Late Fee of 18 cents until.

11.30 a.m.—when the Post Office closes entirely.

11.40 a.m.—Late Letters may be posted on board the Packet with Late Fee of 18 cents until time of departure.

## General Memoranda.

FRIDAY, April 18.—

11 a.m.—Sale of Yellow Metal at Zeland Street.

2 p.m.—*Lord of the Isles* leaves for Shanghai.

5 p.m.—*Salvadora* leaves for Manila.

9 p.m.—Meeting of Victoria Lodge.

SATURDAY, April 19.—

11 a.m.—Meeting of E. Lilley's creditors.

Noon.—French Mail leaves for Ports of Call and Europe.

Noon.—*Somerset* leaves for Singapore, &c.

MONDAY, April 21.—

Goods for *Glenagles* undelivered after this date subject to rent.

Goods per *Lord of the Isles* undelivered after this date subject to rent.

TUESDAY, April 22.—

Noon.—English Mail leaves for Ports of Call and Europe.

9 p.m.—Choral Society at the City Hall.

WEDNESDAY, April 23.—

Lodging Castle leaves for Hankow.

THURSDAY, April 24.—

4.30 p.m.—Meeting of the Seaboarders of St. John's Cathedral Church at the Vestry.

SATURDAY, May 3.—

3 p.m.—Oriental & Oriental S.S. Co.'s Steamer leaves for Yokohama and San Francisco.

TUESDAY, May 6.—

3 p.m.—Extraordinary Meeting of the Hongkong Fire Insurance Company.

TUESDAY, May 20.—

3 p.m.—Confirmatory Meeting of Hongkong Fire Insurance Company.

## Quotations.

HONGKONG, April 16, 1879.

OPIMUM.—New Patna, cash, 587½

" Old " cash, 587½

" New Benares, cash, 587½

" Old " cash, 587½

" New Malwa, credit, 750

" Allowance Tola, —

" Old Malwa, credit, 750

" Allowance Tola, —

## Exchange.

Bank, Wire, 3/4

" 30 days sight, 3/4

" 6 months sight, 3/4

Credit, 3/4

Documentary, 6 months sight, 3/4

India, Wire, 215

" demand, 220

Shanghai, demand, 220

" 30 days sight, 73

Gold Leaf, 99½ fine 2875

Sovereigns, 5.18

## Shares.

Hongkong Bank, 40 % prem.

Union Ins. Society of Canton, 1,400

North China Ins. Co., 1,120

China Traders' Ins. Co., 1,800

Yantai Ins. Assoc., 710

Chinese Insurance Co., 270

S.K. Fire Ins. Co., 1750

H.K. & W. Dock Co., par.

H.K. & W. S.-boat Co., 33 ds.

Shanghai Steam Navigation, 17

China Coast St. Nav. Co., 115, ex div.

Hongkong Hotel Co., 95

China Sugar Refining Co., 180

Chinese Imperial Loan, 2110

## Temperature.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, April 16, 1879.

BAROMETER—9 a.m., 30.173

" Do " 1 p.m., 30.100

" Do " 4 p.m., 30.080

Thermometer—9 a.m., 84

" Do " 1 p.m., 87

" Do " 4 p.m., 87

" Do (Wet bulb) 9 a.m., 82

" Do " 1 p.m., 83

" Do " 4 p.m., 83

" Do Maximum, 88

" Do Minimum, 77½

## MEMOS. FOR TO-MORROW.

## Shipping.

Daylight.—*Kwangtung* leaves for Coast Ports.

4 p.m.—*Amoy* leaves for Shanghai.

## THE HONGKONG DISPENSARY.

Established A.D. 1841.

## 香港大藥房

## A. S. WATSON &amp; Co.

## FAMILY &amp; DISPENSING CHEMISTS.

## WHOLESALE AND RETAIL DRUGGISTS.

## IMPORTERS

## OF

## DRUGGISTS' SUNDRIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

## MANUFACTURERS

## OF

Soda Water, Lemonade, Tonic Water, Gingerade, Potash Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

## BIRTH.

On the 30th March, at Iida Mochi, Tokio, the Wife of JAS. ELLERBTON, Junr., of a Son.

## DEATH.

On the 30th March, MICHAEL MESS, some time of Hongkong, and lately of Yokohama.

The publication of this issue commences at 8.40 p.m.

## THE CHINA MAIL.

HONGKONG, WEDNESDAY, APRIL 16, 1879.

In the Government Gazette of to-day's date appears a comparative statement of the Revenue and Expenditure of Hongkong for the years 1877 and 1878. By it we note that there is a considerable increase in the expenditure of almost every department of the service, except the Police, which shows a decrease of \$21,260.66. Although we do not for a moment advocate anything like parsimonious government, still it becomes those gentlemen who hold the purse-strings—viz., the Financial Committee—to look closely into the various sums which constitute an increase on the expenses of previous years, and to satisfy themselves that an amount of efficiency is attained proportionate to the larger sum voted. Nearly \$50,000 more has been paid to the various departments last year than in 1877—a large proportion of this amount, however (\$20,023.51), being accounted for by the loss from the Post Office for the past twelve months. The Educational and Medical Departments show an increase of \$6,254.77 and \$6,244.58 respectively; while the Gaol stands under the "increase" column for \$10,051.01, and the Fire Brigade item is more by \$3,351.98 than it was last year. Among the other items of increase may be noted—Pensions &c., \$11,935.95; Miscellaneous Services, \$5,211.89; and Military Contribution (loss on the exchange), \$3,496.21. Altogether there is an increase of \$76,759.14, but when the decrease of \$39,443.68—including Police \$21,260.66, Works and Buildings \$14,776.41, Charitable Allowances \$2,370.58, and one or two smaller sums—is allowed for, the net increase is not serious, amounting to \$37,315.46. The total estimated expenditure for the year 1878, it may be added, was \$928,844.58, while the actual outlay for the year amounted to \$910,523.32, or \$18,321.26 less than the sum estimated for.

Turning to the Revenue, there is a net decrease of \$57,674.31 on the income of 1877, which is more than accounted for by a falling off in the Land Revenue to the amount of no less than \$78,819.39. The estimated outturn from this source of revenue was \$200,000, on the ground that the amount realized in 1877 was \$222,656.72; this, however, must have been an exceptional year, as the year 1876 showed only \$136,413.40, and the mistake might have been avoided by taking an average. For 1878 the total sum realized from Land Revenue was \$148,837.33. The only other material items of decrease, as compared with the year 1877, are—Spirit Retailers' Licenses \$1,655, Fines of Courts \$10,232.84, Forfeitures of Courts \$2952.49, Miscellaneous Receipts \$17,214.27, and C. D. Ord. Receipts \$4185.80. Most of these figures will suggest their own explanation. The increase shown on about two-thirds of the items is conclusive as to the soundness of the Colonial Revenue; but there is one item which looks somewhat out of place, judging from the known facts of the case. The item of Postage is credited with an increase of \$20,649.92, while very nearly the same sum is added to the expenditure of the Postal Department, thereby suggesting the possibility that the increase in the Postage has been gained by an apparent change in the manner of stating the account. With this explanation, it may be stated that the total Revenue of 1878 was \$947,837.72, as against the round million for 1877 (\$1,005,312.03), and we may add that the estimated Revenue for last year was \$1,004,240, so that, although the Government was disappointed in the Land Revenue to so large an extent, still there is an actual difference of only \$56,802.28 between the total estimated for, and the total income actually received.

GENERAL Grant's utterances at Penang on the Chinese question, representing as we have every reason to believe they do, the views of the vast body of his countrymen, cannot fail to do good in China. They will neutralise the baneful effect of the speeches of some of the American demagogues on the recent attempt to legislate with a view to virtually closing America to Chinese Immigration. Such views were given more prominence to than were the expressions of opinion by moderate men; but we are glad to think the extreme opinions and desires of those who were loudly in declaring against Chinese cheap labour no more represent the general feeling of the American people than a Bradlaugh or Odger represents the people of England. The sensible and noble sentiments emanating from the General do him the highest honour, an honour which is reflected on the great country to which he belongs. They show the American to be possessed no less than ourselves with the milk of human kindness, and of that grand charity which "thinketh no evil." General Grant tells us the Americans have none but the kindest feelings towards the Chinese people and nation, and would extend to them, if they choose to make their home with them, the same welcome as they extend to all the rest of the world. The sole feature differentiating the feeling the Americans have towards Chinese from their disposition towards Immigrants on the whole is to be found rooted firmly in the fact that the Chinese do not go to America as people of other nations do. "They do not come amongst us," General Grant says, "of their own free will, to enjoy the benefits and the protection of the American Government, to have the fruits of their labor, and accept the responsibilities as well as the benefits of residence in America; but as dependants, slaves of companies, who bring them as merchandise, hold them in practical bondage, and enjoy the fruits of their labor."

It lies with the Chinese, then, if they wish to be received in America and in other countries on the same footing as other nations, to remove the objectionable features which surround their Immigration. The visit of General Grant to China will do no little good if it leads to the country coming to understand this, and, it may be, doing something to remove the difficulty.

## LOCAL AND GENERAL.



coming summer. We strongly commend this suggested revival of the "Fid of the Olo of Gold" to the Amateur Dramatic Club, and would urge them to lose no time in doing so, considering the lateness of the season. What say you, good Kings, Hial and Francis, fair dames Katherine, Constance, and Ann, Messieurs Darnley, Suffolk, and Von Schlaser? It mainly depends on you.

#### AMATEUR THEATRICALS.

Last night the Garrison Theatre was filled by a large audience, come together to witness an amateur theatrical performance by the Royal Artillery Dramatic Club, the proceeds of which are to be devoted to the relief of the widow of a late member of the Corps. The domestic drama of "The Chimney Corner" was the piece selected for representation, and on the whole it was admirably put on the boards. The cast was as follows:—

SOLIMON PROBERT (aged 91), J. Dada.  
PETER PROBERT (a chandler), E. G. Reynolds.  
JOHN PROBERT (his son), F. Fulingham.  
MR CHARLES PROBERT (a lawyer), H. Stanger.  
SIRRA (a detective), W. J. Buswell.  
FATTY ROBERT (wife of Peter), Mrs W. J. Buswell.  
GHOST EMPEROR, Mrs W. J. Buswell.

Too much praise cannot be given to Mr Reynolds who, as Peter, won the admiration and hearty applause of the house. Mr Dada, as the grandfather, performed his difficult part well, and both the ladies deserve great credit for their careful, quiet, and artistic rendering of the rôles assigned them. The other characters are of minor importance in the piece, of too little importance apparently for those who undertook them to bestow much care upon their study. The farce of "B.B." (otherwise "The Benjamen Boy") brought the entertainment to a close. The characters were thus assumed:—

SQUIRE GREENFIELD, J. W. Phillips.  
BOB RATTLES, the ex-Obitoken, a retired pug, E. G. Reynolds.  
JOE, (waiter at the Ferry), F. Fulingham.  
MR BARNUM B. BARNUM, (an agent), J. Dada.  
MR FULFORD, (land-lady of the Ferry), Mrs W. H. Drake.  
DOROTHY, (house-maid of the Ferry Arms), Mrs W. J. Buswell.

In the farce every one made a highly creditable appearance. The ladies deserve the greatest credit of praise. Both Mrs. Drake and Mrs. Buswell approach nearer perfection every time they appear. Mr Fulingham seemed much more at home in the character of Joe than in that to which he was relegated in the "domestic drama"; his impersonation of the waiter was extremely good. The performance will be repeated this evening, when it is to be hoped as good an audience will be present. This being so, a considerable sum will be realised for the widow whom it is intended to benefit. We should not omit to mention the excellent services of the Band of the 27th Inniskillings, which tended very much to enliven the evening.

#### CORRESPONDENCE.

##### WHO'S WHO.

To the Editor of the "CHINA MAIL."

Hongkong, April 16.

SIR,—I observe what I conceive to be a grave irregularity with regard to the recognition of General Grant at Singapore. At the state dinner at Government House, where the Maharajah of Johore and the heads of Departments, civil and military, were present, the Administrator, I read, proposed the health of the President of the United States, coupling with it the name of the distinguished guest of the evening. This, to my mind, is considerably ridiculous. The toast of the "President of the United States" should not be coupled with the name of anybody, unless he is the President of the United States. General Grant is coming amongst us, "for he himself hath said it," simply as a citizen of the United States, without authority in the Councils or Government of the country. We are quite at liberty to drink General Grant's health as frequently and as devotedly as need be; but if we drink the health of the President of the United States, we drink the health of the present occupant of White House, and General Grant is left out in the cold. It would be just as appropriate to drink the health of the Governor of Hongkong, and couple with the toast the name of Sir Hercules Robinson. Again, I fancy the references to the General being the next President are slightly too cock-sure. Col. Moseby is alleged to have stated that Grant is to be the next President; but that don't rank for much. I should advise Chambers of Commerce and such like things as pre-arranged addresses to men like the General, (of whom we are all proud) not to prophesy unless they are dead certain. A. R.

##### Police Intelligence.

Besides the *Iohang* case there was very little business of interest at the Police Court to-day.

Wong Ahong, a hawker, was charged with being found in the unlawful possession of two pictures, the property of Sergeant Robinson of the 27th Regiment; but the case was dismissed, as it was shown that the pictures had been left at the defendant's house by a man who had left the colony.

James Cooney and Thomas Cooney, privates belonging to the 27th Regiment, were charged with assaulting one Wong Aching, a milkman, and stealing 23 cents. From the complainant's statement it appeared that one of the defendants asked him for change; he pulled out all he had, but the defendant, producing no currency for which he wanted change to be given, he returned it to his purse. Suddenly a man jumped up and seized complainant round the waist, whilst the second defendant placed his hands over his eyes, and the first defendant relieved him of his purse, containing 23 cents. The defendants then ran away into one of the Barrack rooms, and were afterwards identified by the complainant. James Burns, a private in the same regiment, gave evidence which appeared to corroborate the complainant's statement. His Worship remanded the case till the 23rd instant, to allow of further evidence being obtained.

The two men charged with being concerned in the disturbance at Bonham Strand last Friday were further remanded till the 19th instant.

#### BREACH OF PASSENGERS ORDINANCE.—THE *IOHANG*.

David Martin, Master of the British str. *Iohang*, appeared on a summons for that he carried in the steamer *Iohang* an excessive number of passengers, to wit, 400 more than 2 passengers to every 3 tons.

Mr Sharp (the Crown Solicitor) appeared to prosecute, and Mr Mackintosh, of Messrs Butterfield & Swire (the agents), appeared in person to defend the case.

Mr Sharp said:—This is a summons under Ordinance No. 11 of 1876, under section 2, or rather more particularly with regard to section 3. [Section read.] This case requires very little comment as it is almost exactly similar to the two cases of the Canton Steamer Company which came before your Worship; with this exception that it appears to me to be somewhat more glaringly a defiance of the law than those other cases, inasmuch as one would have imagined that recent occurrences would have cautioned the defendant in this case, at least all other Captains of passenger steamers, against allowing such an offence as this to occur. But this seems not to have been the case. Indeed for some time past it has been known, although not exactly ascertained, that the *Iohang* was carrying an excessive number of passengers; so much so that instructions were given to Inspector Matheson to take a precise and careful reckoning of the number of passengers on board on Friday last, being Good Friday, with a view to prosecuting.

His Worship: I presume there is no evidence of all this continued contravention of the law, and that you confine yourself merely to the day when the excessive number of passengers is said to have been carried.

Mr Sharp: Precisely, we merely allege and intend to prove that the contravention of the Ordinance was committed on that particular day. I do not bring evidence of the continued contravention of the Ordinance. That was only sufficient to raise suspicion and led, as I have said to Inspector Matheson receiving the number of passengers on Friday last which was found to be excessive. I shall prove that the number registered tonnage of the *Iohang* is 1040 tons; and according to the ordinance, which prescribes two passengers for every three tons not registered as the maximum number of passengers to be carried, she would be legally entitled to carry 693 passengers. On the occasion in question no less than 1088, exactly four hundred over and above what the ordinance permitted, were carried. The examination and reckoning were carried out with exceeding care; and every provision was made, steam launches and boats were sent out and stationed in various parts of the harbour, to make sure that no colliers or others got on to the steamer from sampans before the counting took place. The number of passengers coming from the steamer by the different gangways would be sworn to by Inspector Matheson, Sergeant Flynn, and P. C. Campbell; and there could not be the slightest doubt that all the passengers they counted came down the Canton River by that steamer, and that none went on board from this harbour.

Mr Alvin, clerk at the Harbour Ships Office, produced the Register of Ships' net registered tonnage to be 1040 tons. This would allow her to carry 693 passengers according to the ordinance. By Mr Mackintosh:—An application was made a few days ago to have the *Iohang* remanded and also in 1876, but the application was then refused under instructions from the Board of Trade.

Inspector Matheson sworn:—I received instructions to count the passengers which arrived by the steamer *Iohang* last Friday. I placed a boat outside the ship, being so that no boats got alongside before she got into the Harbour; and a steam launch was ordered to cruise about, besides five boats kept by the wharf. I stationed myself on the wharf along with Sergeant Flynn, P. C. Campbell and several other constables. A guard was kept at the gate, and no one was allowed on the wharf except the Police and a few of the Company's coolies; they wear a certain kind of hat. When the steamer got alongside the wharf I told the Chinese Sergeant to tell the passengers not to make a rush as I was going to count them. I placed myself at the main gangway with the forward gangway. Sergeant Flynn went to the after gangway, and Campbell to the side gangway. I counted the passengers as they came out one by one, and took a note of it as I went. I counted 788. I am sure that no one but the Company's coolies went on board whilst I stood there, and these I did not count. All the passengers left the wharf as soon as they landed. The crew were left on board, but I did not count them. I noticed the police boats and the steam launch whilst I was counting the passengers. Precautions were taken to prevent any one getting on board from the water side.

By Mr Mackintosh:—I counted men, women and children; I did not count children under 5 years of age, but all others. I cannot say how many children I counted, but there were very few. I do not know all the crew of the steamer, and could not be certain that none of the crew left with the passengers. I do not remember that any European passenger came out of the gangway I was at. Corrected: I think I counted one.

Sergeant Flynn deposed to having counted the passengers which left the *Iohang* gangway. He was assisted by two Chinese Constables. There was no rush. He counted the passengers one by one and made a memo. at the time. I counted 282. I tallied every 25. I am quite sure the number is correct. I did not see whether there were very many sampans.

Cross examined:—There were some children in arms whom I did not count. I cannot say how many there were. I counted all children who walked. They might perhaps be under ten years of age. I know most of the crew of the *Iohang*. There are some Chinese I don't know. I cannot say how many. All those I counted left the wharf. I cannot swear that none of the crew was left out with the passengers. No European passenger came out at my gangway. The Captain came off by my gangway. I did not, of course, count him, nor any other European officers or passengers.

Re-examined:—There might roughly be a dozen or fifteen children not in arms; I counted them.

P. C. Thompson, Campbell, No. 68, deposed:—I was stationed on the *Iohang* Wharf last Friday when the steamer came in. I was last two witnesses with Mr. Sharp, and I was stationed at the after gangway. A Chinese passenger came off by my gangway. I counted the passengers as they came off. There was no rush. I counted 63 passengers, all Chinese.

save one. No one went on board save the coolies with the Company's hat on. I believe the officers of the ship were aware on board, the steamer that we were counting the passengers. The Chief Officer knew. He put an extra gangway up and told me that Inspector Matheson required me to count the passengers leaving by that gangway. This was some three or four minutes after the steamer came alongside.

Cross-examined:—I counted the children. I do not remember seeing any children in arms. I was stationed on the upper deck. I did not count any of the crew of the steamer. Some of them might have been counted by me, but I don't think so. The European passenger I counted, belonged, I think, to the Chinese Customs. He had some arms with him.

P. C. Delany, No. 34, deposed:—I was in one of the police boats when the *Iohang* came in on Friday last. She was abreast of Stone-outter's Island when I first saw her. There were no junks or boats about her. She was then going full speed. She slackened speed as she came towards the shipping. I was able to observe whether any sampan went alongside. There were none. I followed her to the wharf. There were other police boats there; all sampans were kept off. I boarded the *Iohang*. After the steamer went alongside no gangway was lowered down on the water side; I kept off every one from that side of the vessel. There were other police boats there. I made no count of the passengers.

Luk Ahoi, deposed:—I am an accountant in Nam King's tailor shop. I was a passenger on Friday last by the *Iohang* from Canton. The steamer stopped at Whampoa; she took in passengers there. I cannot say how many, she came thence direct to Hongkong.

By Mr Mackintosh:—Did you travel on purpose to find this information? No.

You are a disinterested witness. Yes.

Mr Sharp said this was the case for the Crown. He thought the facts he undertook to prove he had satisfactorily proven. Under the circumstances, he remarked, this seems a very determined and glaring breach of the Ordinance, especially as there have been so many warnings given lately, not only by recent severe experiences, cases in which heavy fines had been inflicted on two steamers under similar circumstances about a couple of months ago, or hardly so much as that; but the *Iohang* herself was counted on that occasion, so that the Captain cannot possibly plead ignorance, or that he has not had ample and sufficient warning. It is therefore my duty to ask that the full amount of penalty be inflicted. I do not think it can possibly be expected that anything can be said on behalf of the defendant on account of the children who were on board the steamer. It may be that some children were counted, although none of those who were carried in arms have apparently been reckoned. But the ordinance says nothing whatever about children not counting as passengers. The words of the Ordinance are "every passenger." In the event of overcrowding or any calamity the lives of the children would just be as much in peril as those of adults. The questions as to the construction of this Ordinance, and the reasons for its being on the statute book have been so fully gone into on a recent occasion that it is hardly necessary for me to comment further on them at this time. I would simply ask your Worship to inflict the same penalty as was inflicted on a similar occasion. It seems to me that this is a most determined breach of the Ordinance, and although I much regret that I should have been compelled to come before the Court again so soon with a case of this kind, no other course is open, and I have to move for the full penalty.

Mr Mackintosh, in reply to Mr Sharp's remarks, submitted that the Hongkong Ordinance was entirely at variance with the Merchant Shipping Act, and did not therefore apply.

His Worship said this point had been discussed before, and he could not agree with the view now presented. He had to deal with the local law; not the Imperial.

Mr Mackintosh did not think the point he was to submit to a section as to the conflict of laws. By part 3 of section 109 of the Merchant Shipping Act of 1864, it was enacted that:—"If, on any matter relating to any ship or to any person belonging to any ship, there appears to be a conflict of laws, then if there be in the third part of this Act any provision on the subject, which is hereby expressly made to extend to such ship, the case shall be governed by such provision, and if there is no such provision the case shall be governed by the law of the place in which such ship is registered." Now a statute passenger by this same Merchant Shipping Act was defined to be a person over twelve years of age, and two children under twelve years of age were to be calculated as one passenger. He contended that this provision, which had apparently been specially made for the East Indies and the Colonies, applied to the *Iohang*; and that this Imperial enactment had the effect of overriding the Hongkong Ordinance.

The Court held that the local Ordinance ruled the whole matter, but took a note of the objection.

Mr Mackintosh referred to the Chinese Emigration Ordinance governing the passenger traffic between Hongkong and the Straits, and pointed out that by its provisions the Statute passenger definition was adopted. His next contention was that the number of passengers, even if the Court was against him on that point, had not been shown with that accuracy, and carelessness of reckoning, which they had a right to look for when a conviction was demanded. Without great care inaccuracy of counting was always inevitable in such cases; some members of the crew might have passed without being known and they would of course be counted. It was not for him to show that they had been counted. It was for the prosecution to show that four hundred passengers had passed. That they had not done. His greatest contention was, however, that the steamer was under Imperial law, and he had to mention that in 1870 the drawings of the *Iohang* were submitted to the Chief Surveyor of the Board of Trade in Glasgow, who gave it as his opinion that the *Iohang* could carry on the coast of the United Kingdom 86 passengers, and in river trade partly smooth water 120; and on rivers and lakes 1200, all statute adults. She had also been certified to carry 818 passengers to Singapore by the Government Surveyor and Lloyd's, whilst by the Ordinance under which the present proceedings were instituted she was only allowed to carry 693.

Since these drawings were submitted and

considerable addition had been made to her passenger accommodation.

His Worship said he had already ruled that the argument did not apply. He would take a note of it; but the local ordinance was what he had to go by, in the present case the local ordinance overrode the Imperial law.

Mr Mackintosh said he had further to state that so long ago as 1876 he applied to have the *Iohang* remanned, and was told that the papers were all referred to the Colonial Secretary. From that day to this they had never heard a word about it. They were waiting to see what was to be done with this Ordinance, which was said to be oppressive, before they took any further steps for remanding the vessel. His present measurement of 1040 was not correct, they held, inasmuch as the *Powen* had only recently been remanned increasing her number of passengers from 425 to 1200, he did not think it was unreasonable in asking the Court to suspend judgment until the *Iohang* should have been put in an equally favourable position.

Mr Sharp replied briefly. He adhered to the local Ordinance, and held that children must be considered as passengers. If there was so many children on board as to alter the aspect of the case against the *Iohang* the defendants should have brought evidence of this. As to the crew he had no doubt the officers, who knew the passengers were being counted, would prevent the crew going off to increase the number.

The Court: We have no evidence that any of the officers knew except the Chief. Inspector Matheson, recalled by the Court, said:—When the ship was coming up I saw the Captain on the bridge. When about one half the passengers had been counted out the Chief Officer came up to me and asked whether I wanted an additional gangway. I said he might put one up; this was done.

The Magistrate said:—I have gone very carefully through the evidence, and I am of opinion that the charge has not been substantiated. You charge the defendant with carrying 400 passengers over and above the legal number. Now it is much easier for the prosecution to take a smaller number than they have even reason to believe the steamer carried in excess, and prove that number. If they take the largest number, in excess that they have reason to suspect, they must take the risk of not being able to prove it. I don't think you have proved it in this case. You fixed on the number of 400, and I do not think you have proved that. There is no evidence before me that any one on board, but the Chief Officer knew that the passengers were being counted, or was at the gangway. There is nothing to show that some of the crew did not come on shore. Who is to tell? There was certainly nothing done to prevent them. There is no proof that all the men these constables counted were passengers. I am quite satisfied that the *Iohang* was carrying a number of passengers very much in excess of her legal number; but that she had 400 in excess, as you allege, has not been proved. The defendant is therefore discharged. The point has been decided before, that if you charge a steamer with carrying a certain number you must prove that she carried that number or the case falls to the ground. That was decided by Mr Russell, and although I would not necessarily be bound by the previous decision of this Court I agree with it.

#### THE WU-SHIH-SHAN CASE.

Very little progress towards a satisfactory settlement of the Wu-shih-shan case appears to have been made during the past week. Various measures of compromise have, we hear, been proposed, all of which have however proved unacceptable to the parties concerned. Sir Thomas Wade has, we believe, made every effort to stay legal proceedings; but the missionaries very properly decline to accede to any terms that will necessitate a voluntary surrender of the premises on Wu-shih-shan. The defendants are willing, it is stated, to accept any reasonable compromise; but the *fengshui-ists* declare that nothing short of a missionary exodus from the "holy city" will satisfy their patriotic longing to heap insult on the hated "barbarians." The British Minister, as we hinted last week, is said to favor the insolent and unjust demands of this incendiary clique; and the missionaries are thus deprived of powerful official influence and support in a quarter where they had at least a right to expect justice. *Fengshui-ist* sympathizers would do well in the present crisis to ponder article 8 of the Tientsin Treaty, which reads:—"The Christian religion, as professed by Protestants and Roman Catholics, inculcates the practice of virtue, and teaches man to do as he would be done by. Persons teaching it or professing it, therefore, shall be entitled to the protection of the Chinese authorities; nor shall any such peacefully pursuing their calling, and not offending against the laws, be persecuted or interfered with." If, then, this clearly expressed treaty stipulation is to become a dead letter, in deference to the unreasonable clamour of a narrow-minded faction, there is fair ground to apprehend that serious consequences will result from these threatened hasty and ill-considered concessions to *fengshui-ist* ignorance and prejudice.

#### FURTHER OUTRAGES ON CHRISTIANS IN FU-KIEN.

(Fuchow Herald.)

Another outrage, more serious than any we have yet recorded in these pages, has been perpetrated on the native Christians and preachers of the English Church Mission in the town of Yik-kan. On the 2nd day of the present Chinese moon (24th ultimo) the native residents of the district were induced by the mandarins to present themselves at the town of Yik-kan, for a friendly consultation with the missionaries and literati, in order to make some arrangement with reference to the outrages on the mission chapel, which we noticed in a recent issue. The literati at once demanded a written engagement from the Christians that they would at the expiry of the present year abandon their chapel at Yik-kan and their right to exercise their religion in that town and its neighbourhood. This, of course, the Christians refused to agree to, but at the same time they expressed their willingness to sign an agreement to the effect that if they were found guilty of doing anything wrong or disgraceful they might at once be expelled from the town. They asked for nothing beyond the restoration to them of their chapel and their right to be tolerated

as Christians. The mandarins appear to have approved of these proposals, and to have applauded the Christians for their conciliatory bearing and conduct. But the gentry and literati would have nothing less than their expulsion from the place. The meeting then broke up, and the Christians retired to lodging houses in the town. Very shortly afterwards the mandarins' alarm-gong was sounded, the hundreds of people rushed, at the signal, to the lodging house where the Christians had retired for the night, dragged four of them into the street, beat them most barbarously with all manner of weapons, and inflicted severe wounds on the unfortunate men, leaving them, as was supposed, dead. Two of these poor men were then thrown, like dogs, into the river, but managed to scramble to the other bank and gripe away till they were found by the yamen runners, who placed them in a sedan chair and sent them to the nearest mission station in the district. The other two men were taken up as dead, and the brutal literati, aided by their hired followers, set fire to their clothing and queues. These two sufferers were ultimately rescued and also sent in a chair to the nearest mission station. From the station they were sent on by boat to this port, where they arrived on the 29th March, and were placed in the Mission Hospital, under the care of Dr. Taylor. The unfortunate men were, we are informed, unable to walk or stand when they arrived in Foochow, and one of them was delirious and is still in a very precarious condition. The outrage on the chapel at Yik-kan, some few weeks ago, was brought by the English Missionaries to the notice of H.B.M.'s Consul, who we learn, agreed to represent the case to the Chinese authorities. As usual, the native officials promised to examine into the matter. Instead, however, of punishing the offenders, they wrote complaining to H.B.M.'s Consul that the matter was greatly exaggerated, and made the usual excuses, but meanwhile did nothing. H.B.M.'s Consul appears to have taken the same view of the case as the Chinese authorities, and, we hear, has censured the missionaries for having reported (as the mandarins are pleased to term it) such an insignificant affair. We are not surprised, therefore, at the present abominable and brutal conduct of the literati; they have been clearly encouraged by the course taken by the high authorities in dealing with the former outrage on the mission property. The missionaries we understand, fully expected this trouble, and informed H.B.M.'s Consul that unless steps were adopted by the Viceroy to restrain the gentry the danger would spread.

#### THE BURMAH MURDERS.

(Rangoon Times, March 10.)

Our latest advices from Mandalay, confirm the statement we made a few days ago, that the murders at Mandalay are not due so much to the exigencies of state, as to the development of that blood-thirstiness, which seems to be eminently characteristic of the Royal family of Burmah. Doubtless some of the princes would, if opportunity had presented itself, have made an attempt on the throne; but these could easily have been detected, and compelled to live quietly as the Min Goon, the Young Yang and other princes are doing. But to put to death in cold blood helpless women and innocent children, clearly shows that murder was done for murder's sake. This view receives ample confirmation from the fact that the work of butchery was not begun and finished one day, but was extended over several weeks. The beginning was made on the 15th February; and the end, that is as far as we know at present, was made on the 9th March, a couple of days before the latest delivered mail left Mandalay, or some time after Mr Shaw had delivered the protest of the Government of India. The Baw has thus shown that he will pay no attention whatever to the British. He is further determined to appeal to arms should the British persist in interfering. We do not see how he can act otherwise. His grandfather Tharrawaddy acted in such a manner that Major Burney, Colonel Benson, and Captain Macleod found it, during his reign, expedient to leave Mandalay. The King, Dore Ming, received Sir Arthur Phayre, Sir Douglas Forsyth, and numerous high officials with comparative courtesy, but all who entered the presence had to do so on bended knees. King The Baw does not for his own safety's sake, abandon the policy of his ancestors. It may therefore, be urged that the British are acting with their usual perfidy in sending Thee Baw an ultimatum with which he cannot possibly comply; and that they might just as well, but for appearances, march their troops on to Mandalay at once, instead of stopping at Thayet Myo. Perhaps so, but still some ultimatum must be sent, unless the young monarch with true oriental shortsightedness, attributing to fear, our delay in insisting on due attention being paid to our protest, precipitates matters by attacking us. And that he will do this is more than probable, it is nearly certain.

The King is making preparations for war. Of this there is not a shadow of a doubt. The old fort of Amarapura, has just been garrisoned by 2,000 men tolerably well armed. At the time when our correspondent's letter was written another corps consisting of upwards of 1,000 men had been organized, the men were receiving their outfit, but their destination is unknown; though it is said they are to be encamped between the Flottilla Company's landing place, and the Residency. Mr St. Barbe is at Mandalay, but the Burmese Government will not allow his guard to join twenty-five men are in Dr Marle's house by the river-side. The police of Mandalay have been armed each with a large *Damul*, a spear-pointed club, ostensibly to prevent incendiarism, but in the opinion of the most people for some other purpose. Telegrams had reached the King ere our correspondent's letter was despatched of the departure of troops from Calcutta and Madras; and also informing him that he would be called on to receive an envoy with the ultimatum, the heads of which appeared in our Tuesday's issue. From the considerations in which the above facts give rise it is quite clear that the Government of India can allow matters to go on in this fashion no longer. By doing so, they are clearly endangering their own possessions; and certainly are helping to hinder their prosperity. If the Government are not prepared to take extreme measures, it would be better to retire at once to the other side of the Bay of Bengal. For they may rest assured that they have gone too far to recede with anything like dignity. Delay, as is continually being pointed out, is attributed to fear, and it is hardly probable that unless we strike this Baw he will soon attack us; for he will jump to the conclusion that we dare not

advance. The murders are but a part of a movement which cannot be neglected; to what direction that movement tends we have endeavored to show above. We can only express a hope that ere *Tagoo-La Pye*, the oracle above quoted will be verified, and that the whole of Burmah will be under one Government—the British. We shall then be able to live without anxiety for the fate of the gallant English gentlemen who represent British interests at Mandalay; the trade and prosperity of the country will increase rapidly; and the people will be, —and this point cannot be too strongly insisted on,—more happy, more contented, and more prosperous than they ever have been or ever could be under native rule.

#### RESTRICTION OF THE IMMIGRATION OF CHINESE AT NEW SOUTH WALES.

The following is from the last *Sydney Morning Herald* to hand:—

The bill which has been brought forward by the Government to restrict the influx of Chinese has provoked much discussion during the last fortnight. The motion for the second reading was made by Sir Henry Parkes in the Legislative Assembly, on the 5th instant; but, prior to the debate on that motion, Mr Barton Bradley was heard at the Bar on behalf of Chinese residents in Sydney who had petitioned against the bill. In moving the bill the Colonial Secretary briefly explained its provisions. The object of any ship arriving in the colony was to give full particulars as to the nationality of those on board. Natives of the Chinese Empire must not be more than one for every ten tons of the ship's register, and before landing £10 must be paid per head by or for them. A similar duty must be paid on arrivals overland, and the proceeds would be used for the support of destitute Chinese within the colony. The House must remember that a great agitation existed in all the colonies some time since by an attempt to supplant English seamen by Chinese, and that was a serious danger which might occur again at any time. Queensland had experienced the same danger, and a bill like this had obviated it. It should not answer the counsel lately at that bar, except to say that his argument seemed based upon the assumption that Englishmen were inferior whenever they came in contact with Chinese. He had nothing to say against the character or habits of Chinamen. His case was that they were incapable of taking part in the formation of a free and happy community. He was opposed to admitting any class into this country not fit for its freedom and privileges. We had now less than 8000 Chinese in the colony, and they had not mingled with the people, but formed a separate community in the districts where they were located. The effect was to depress adjacent property and monopolize certain trades. Englishmen neither could nor should work for the same wages and fall down to the same rate of living. The Chinese were so numerous that unskilled immigration would swamp our civilization altogether. England herself would take similar action under a similar danger. In America the influx of Chinese had become a public danger, in proof of which statement he cited some official papers of the United States. There, as here, the Chinese formed a separate community, without wives, paying about only one five-hundredth part of the taxation of California, where they were two fifths of the population, and taking back their wealth to China, after degrading the land which had given them a free asylum. He dismissed the treaty obligations of Great Britain, and said there was nothing in migration, and to override the law of self-preservation. Disputes between employer and employed were to be expected, especially in a country like this, for they grew out of the glorious independence of all classes of British subjects. Were we to crush this independence by an inroad of foreigners who neither appreciated it nor were capable of it? The bill was in accordance with the principles he had announced, and he confidently trusted it to the House.

The bill was strongly opposed by Mr E. Sparke, the leader of the Opposition, who said that he had no doubt that the current of popular feeling was in favour of the bill. There was nothing in the circumstances of this colony to demand such a measure. And it did not seem the glory of King and to open his arms to refugees from all the world? And were we to belie such an antecedent? The public peace was not in danger in the recent trade and labour disputes, and the bill was only a pandering class prejudice. He asked for proof there was that the Chinese were more immoral than Europeans. Let our municipal law be what it should be, and these demagogues could not exist for either class of citizens. The bill of 1861 was introduced as the gold miners were afraid of the influx. As to physical disease, they had been proved never to have introduced leprosy, and last year only 3 out of 3000 arrivals by sea had been found diseased in any way. As to the labour question, could 1 in 70 overwhelm the European population? In 1863 they were 2 in 100; in 1864 they were 3 in 100; in 1865 they were 4 in 100; in 1866 they were 5 in 100; in 1867 they were 6 in 100; in 1868 they were 7 in 100; in 1869 they were 8 in 100; in 1870 they were 9 in 100; in 1871 they were 10 in 100; in 1872 they were 11 in 100; in 1873 they were 12 in 100; in 1874 they were 13 in 100; in 1875 they were 14 in 100; in 1876 they were 15 in 100; in 1877 they were 16 in 100; in 1878 they were 17 in 100; in 1879 they were 18 in 100; in 1880 they were 19 in 100; in 1881 they were 20 in 100; in 1882 they were 21 in 100; in 1883 they were 22 in 100; in 1884 they were 23 in 100; in 1885 they were 24 in 100; in 1886 they were 25 in 100; in 1887 they were 26 in 100; in 1888 they were 27 in 100; in 1889 they were 28 in 100; in 1890 they were 29 in 100; in 1891 they were 30 in 100; in 1892 they were 31 in 100; in 1893 they were 32 in 100; in 1894 they were 33 in 100; in 1895 they were 34 in 100; in 1896 they were 35 in 100; in 1897 they were 36 in 100; in 1898 they were 37 in 100; in 1899 they were 38 in 100; in 1900 they were 39 in 100; in 1901 they were 40 in 100; in 1902 they were 41 in 100; in 1903 they were 42 in 100; in 1904 they were 43 in 100; in 1905 they were 44 in 100; in 1906 they were 45 in 100; in 1907 they were 46 in 100; in 1908 they were 47 in 100; in 1909 they were 48 in 100; in 1910 they were 49 in 100; in 1911 they were 50 in 100; in 1912 they were 51 in 100; in 1913 they were 52 in 100; in 1914 they were 53 in 100; in 1915 they were 54 in 100; in 1916 they were 55 in 100; in 1917 they were 56 in 100; in 1918 they were 57 in 100; in 1919 they were 58 in 100; in 1920 they were 59 in 100; in 1921 they were 60 in 100; in 1922 they were 61 in 100; in 1923 they were 62 in 100; in 1924 they were 63 in 100; in 1925 they were 64 in 100; in 1926 they were 65 in 100; in 1927 they were 66 in 100; in 1928 they were 67 in 100; in 1929 they were 68 in 100; in 1930 they were 69 in 100; in 1931 they were 70 in 100; in 1932 they were 71 in 100; in 1933 they were 72 in 100; in 1934 they were 73 in 100; in 1935 they were 74 in 100; in 1936 they were 75 in 100; in 1937 they were 76 in 100; in 1938 they were 77 in 100; in 1939 they were 78 in 100; in 1940 they were 79 in 100; in 1941 they were 80 in 100; in 1942 they were 81 in 100; in 1943 they were 82 in 100; in 1944 they were 83 in 100; in 1945 they were 84 in 100; in 1946 they were 85 in 100; in 1947 they were 86 in 100; in 1948 they were 87 in 100; in 1949 they were 88 in 100; in 1950 they were 89 in 100; in 1951 they were 90 in 100; in 1952 they were 91 in 100; in 1953 they were 92 in 100; in 1954 they were 93 in 100; in 1955 they were 94 in 100; in 1956 they were 95 in 100; in 1957 they were 96 in 100; in 1958 they were 97 in 100; in 1959 they were 98 in 100; in 1960 they were 99 in 100; in 1961 they were 100 in 100; in 1962 they were 101 in 100; in 196



## Intimations.

**F. HUTCHINGS** begs to announce to the Community of Hongkong that he will be able to supply **BEEF, MUTTON, &c.** from 1st October, and trusts that they may grant him their support.

Shed—WILLINGTON STREET, opposite the Cathedral.

Hongkong, September 20, 1878.

## To Let.

TO LET—AT WANOHAI.

**FIRST CLASS GODOWNS.**

Goods of every description Landed and Stored.

For terms, apply to

**LANDSTEIN & Co.**

Hongkong, April 4, 1879. j74

## To Let.

**HOUSES**, Nos. 3 and 4, SEYMOUR TERRACE.

**DAVID SASSOON, SONS & Co.**

Hongkong, April 8, 1879.

## To Let.

**OFFICES** in CLUB CHAMBERS, The BUNGALOW No. 3, Old BAILEY STREET.

Apply to

**DOUGLAS LAPRAIK & Co.**

Hongkong, April 8, 1879.

## To Let.

**PORTION** of a HOUSE, very suitable for OFFICES and DWELLING, also for a STORE, Queen's Road Central. Possession 1st March next.

Apply to

**LANDSTEIN & Co.**

Hongkong, February 4, 1879.

## To Let.

**IN** the Houses on MARINE LOT 65, formerly known as the Blue Houses, situate on Praya East—

**FIRST FLOORS** of Nos. 2, 3 and 4, Praya East, with immediate possession.

## To Let.

**A FRONT** and BACK ROOM in the DWELLING to the eastward of the Pier, with part of its spacious Verandah. Immediate Possession.

## To Let.

**FIRST CLASS GRANITE GODOWNS**, attached to Blue Houses at Wanohai, MARINE LOT 65.

## To Let.

**A SPACIOUS TIMBER YARD**, close to the Wanohai Pier. Timber received on Storage or the Yard Rented.

For further particulars, apply to

**MEYER & Co.**

Hongkong, March 4, 1879.

## To Be Let.

**TWO** Excellent STONE-FLOORED GODOWNS, on Marine Lot No. 10, Praya Central.

Apply to

**TURNER & Co.**

Hongkong, August 1, 1878.

## To Let.

**FIRST CLASS OFFICES** and GODOWNS, Nos. 54 and 60, Praya Central.

Apply to

**WO HANG,**

Nos. 6 and 7, Praya West.

Hongkong, January 2, 1879.

## Halls.

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

**THROUGH** to NEW YORK, VIA OVERLAND RAILWAYS, and TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

**THE U. S. Mail Steamer ALASKA** will be despatched for San Francisco, via Yokohama, on \_\_\_\_\_, the \_\_\_\_\_, April, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

On Through PASSAGES to EUROPE, a REDUCTION OF TWENTY PER CENT. from Regular Rates is granted to OFFICERS of the ARMY AND NAVY, and MEMBERS of the CIVIL and CONSULAR SERVICES in COMMISSION.

Freight will be received on board until 4 p.m., of \_\_\_\_\_ April. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 4, Praya Central.

**RUSSELL & Co., Agents.**

Hongkong, April 10, 1879.

## Mails.



**STEAM FOR** SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MED-TERRANEAN PORTS, SOUTH-AMPTON, AND LONDON;

ALSO BOMBAY, MADRAS, AND CALCUTTA.

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship KHIVA**, Captain G. LEE, will leave this on TUESDAY, the 2nd April, at Noon.

For further Particulars, apply to

**A. McIVER, Superintendent.**

Hongkong, April 12, 1879. ap22

## NOTICE.

**COMPAGNIE DES MESSAGERIES MARITIMES.**

**PAQUEBOTS POSTE FRANCAIS.**

**STEAM FOR** SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, COLOMBO, ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES;

ALSO, BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

**ON SATURDAY**, the 18th April, 1879, at Noon, the Company's S. S. **ANADYR**, Commandant BRUNET, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 18th April, 1879. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

**G. DE CHAMPEAUX,** Agent.

Hongkong, April 7, 1879. ap19

**Accidental & Oriental Steam-Ship Company.**

**TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,**

**IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES**

**AND ATLANTIC STEAMERS.**

**THE S. S. OCEANIC** will be despatched for San Francisco via Yokohama, on SATURDAY, May 3rd, 1879, at 3 p.m., taking Cargo and Passengers to Japan, the United States, Mexico, Central and South America, and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 2nd May. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same required.

A REDUCTION is made on RETURN PASSAGE TICKETS.

Consular Invoices to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's Office addressed to the Collector of Customs, San Francisco.

For further information as to Freight on Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

**H. M. BLANCHARD,** Acting Agent.

Hongkong, April 15, 1879. my3

## Insurances.

**SWISS LLOYD TRANSPORT INSURANCE COMPANY OF WINTERTHUR.**

**THE** Underigned having been appointed Agents for the above Company, have this Day taken over charge of the Hongkong Agency, and are prepared to grant INSURANCE ON MARINE RISKS at Current Rates to all parts of the World.

**MEYER & Co.**

Hongkong, February 10, 1878.

**MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.**

**ESTABLISHED 1824.**

Capital of the Company £1,000,000 Sterling of which is paid up £100,000 " Reserve Fund of £120,000 " Annual Income £250,000 "

**THE** Underigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

**HOLLIDAY, WISE & Co.**

Hongkong, October 15, 1868.

## Insurances.

**ROYAL INSURANCE COMPANY.**

**THE** Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.

**MELOHERS & Co., Agents, Royal Insurance Company.**

Hongkong, October 27, 1874.

**QUEEN FIRE INSURANCE COMPANY.**

**THE** Underigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

**NORTON & Co., Agents.**

Hongkong, January 1, 1874.

**THE CHINA FIRE INSURANCE COMPANY, LIMITED.**

**HEAD OFFICE—HONGKONG.**

**AGENCIES** at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Kicks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

**NO CHARGE FOR POLICY FEES.**

**JAS. B. COUGHTRY, Secretary.**

Hongkong, November 1, 1871.

**THE LONDON ASSURANCE**

**INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.**

**THE** Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows—

**Marine Department.**

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

**Fire Department.**

Policies issued for long or short periods at current rates. A discount of 20% allowed.

**Life Department.**

Policies issued for sums not exceeding £5,000 at reduced rates.

**HOLLIDAY, WISE & Co.**

Hongkong, July 25, 1872.

**THE SCOTTISH IMPERIAL INSURANCE COMPANY.**

**THE** Underigned having been appointed AGENTS in Hongkong for the above-named Company, are prepared to Grant Policies against FIRE on Buildings and on Goods to the extent of \$50,000, at the usual Rates, subject to an immediate Discount of 20 per cent.

Attention is invited to a considerable reduction in Premium for Life Insurance in China.

**MEYER & Co.**

Hongkong, August 13, 1878.

**NORTH BRITISH & MERCANTILE INSURANCE COMPANY.**

**INCORPORATED BY ROYAL CHARTER AND Special Acts of Parliament.**

**ESTABLISHED 1809.**

**CAPITAL £2,000,000.**

**THE** Underigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

**GILMAN & Co., Agents.**

Hongkong, July 6, 1875.

**CHINESE INSURANCE COMPANY, (LIMITED.)**

**NOTICE.**

**POLICIES** granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-Thirds of the Profit, are distributed annually to Contributors whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

**J. BRADLEE SMITH, Secretary.**

Hongkong, December 9, 1876.

**LANCASHIRE INSURANCE COMPANY.**

**(FIRE AND LIFE.)**

**CAPITAL—TWO MILLIONS STERLING.**

**THE** Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on-board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first-class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

**ARNOLD, KARBURG & Co., Agents, Hongkong & Canton.**

Hongkong, January 4, 1867.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the Shipping or midway between each shore are marked *e*, in conjunction with the figures denoting the sections.

**Section 1.** From Green Island to the Gas Works.  
**Section 2.** From Gas Works to the Novelty Iron Works.  
**Section 3.** From Novelty Iron Works to the Harbour Master's Office.  
**Section 4.** From Harbour Master's Office to the P. and O. Co.'s Office.  
**Section 5.** From P. and O. Co.'s Office to Peddar's Wharf.  
**Section 6.** From Peddar's Wharf to the Naval Yard.  
**Section 7.** From Naval Yard to the Pier.  
**Section 8.** From Pier to East Point.

| Vessel's Name.    | Anchor-<br>age. | Captain.    | Flag and<br>Reg. | Tons.   | Date of<br>Arrival. | Consignees or Agents. | Destination.                 | Remarks.              |
|-------------------|-----------------|-------------|------------------|---------|---------------------|-----------------------|------------------------------|-----------------------|
| Steamers          |                 |             |                  |         |                     |                       |                              |                       |
| Amoy              | 4 c             | Drewes      | Brit.            | str.    | 814                 | April 16              | Slomson & Co.                | Shanghai              |
| Anadyr            | 5 c             | Brunet      | Fch.             | str.    | 2440                | April 16              | Messageries Maritimes        | Marcellois, &c.       |
| Arratoon Apoor    | 5 h             | Milne       | Brit.            | str.    | 1392                | April 16              | David Sassoon, Sons & Co.    | S'pore, Calcutta, &c. |
| Bombay            | 1 b             | Webb        | Brit.            | str.    | 749                 | Feb. 12               | Kwok Acheong                 | To-day                |
| Cheang Hock Kian  | 1 b             | Webb        | Brit.            | str.    | 956                 | Mar. 14               | San Hin Chan                 | Amoy                  |
| China             | 1 b             | Alderton    | Brit.            | str.    | 1056                | April 11              | P. & O. S. N. Co.            | Yokohama              |
| Diamond           | 5 h             | Thebaud     | Brit.            | str.    | 514                 | April 16              | Russell & Co.                | Manila                |
| Fame              | 5 h             | Stopani     | Brit.            | str.    | 117                 | April 16              | H. K. & W'poo Dock Co.       | Tag Plying            |
| Ferona            | 5 h             | Schultze    | Ger.             | str.    | 1115                | April 16              | Slomson & Co.                | ab'deen Dock          |
| Fuyew             | 4 b             | Crood       | Chl.             | str.    | 920                 | April 16              | C. M. S. N. Co.              | Shanghai              |
| Gordon Castle     | 3 h             | Waring      | Brit.            | str.    | 1281                | April 9               | Adams, Bell & Co.            | Saigon                |
| Kwangtung         | 5 b             | Punchard    | Brit.            | str.    | 875                 | April 14              | Douglas Laprak & Co.         | Coast Ports           |
| Leyte             | 5 c             | Zubiaquiere | Span.            | str.    | 312                 | April 18              | Russell & Co.                | at daylight           |
| Lord of the Isles | 4 c             | Beal        | Brit.            | str.    | 1586                | April 15              | Gibb, Livingston & Co.       | McD.'s Slip           |
| Loudoun Castle    | 2 c             | Marshall    | Brit.            | str.    | 1816                | April 9               | Adams, Bell & Co.            | 18th inst.            |
| Maharajah         | 5 c             | Clark       | Brit.            | str.    | 994                 | April 9               | Slomson & Co.                |                       |
| Marivelles        | 5 c             | Munoz       | Span.            | str.    | 425                 | Mar. 27               | Remedios & Co.               | Bangkok               |
| Moray             | 5 h             | Butcher     | Brit.            | str.    | 1427                | April 16              | Jardine, Matheson & Co.      | Manila                |
| Noma              | 2 h             | Walker      | Brit.            | str.    | 606                 | June 28               | Kwok Acheong                 | S'pore, Calcutta, &c. |
| Penedo            | 5 c             | Cain        | Brit.            | str.    | 652                 | April 9               | Melchers & Co.               | Saigon                |
| Salvadora         | 5 c             | Larrington  | Span.            | str.    | 615                 | April 16              | Remedios & Co.               | Manila                |
| Sea Gull          | 5 b             | Haydon      | Amer.            | str.    | 48                  | Mar. 24               | China Traders' Insurance Co. | Manila                |
| Someret           | 5 c             | Pockley     | Brit.            | str.    | 1000                | April 14              | Gibb, Livingston & Co.       | Australian Ports      |
| Tanah             | 5 c             | Marcelle    | Fch.             | str.    | 1735                | April 16              | Messageries Maritimes        | Yokohama              |
| Tung Ting         | 5 c             | Hawthorne   | Chl.             | str.    | 314                 | April 8               | C. M. S. N. Co.              |                       |
| Wahl              | 5 b             | Runter      | Brit.            | str.    | 265                 | April 16              | Landstein & Co.              |                       |
| Zephyr            | 5 h             | Heuer       | Brit.            | str.    | 265                 | April 16              | Russell & Co.                |                       |
| Sailing Vessels   |                 |             |                  |         |                     |                       |                              |                       |
| Abbey Cowper      | 7 c             | Carr        | Brit.            | bge.    | 669                 | April 12              | Jardine, Matheson & Co.      |                       |
| Abbie N. Franklin | 4 k             | Howes       | Amer.            | bge.    | 460                 | Mar. 6                | Slomson & Co.                |                       |
| Charmer           | 4 k             | Lucas       | Amer.            | sh.     | 1333                | Jan. 8                | Russell & Co.                | San Francisco         |
| Cooran            | 4 b             | Brodhurst   | Amer.            | sch.    | 144                 | April 11              | Gibb, Livingston & Co.       | Kobe                  |
| Deenbighshire     | 8 c             | Williams    | Brit.            | bge.    | 486                 | April 16              | Slomson & Co.                |                       |
| Edward May        | 7 c             | Johnson     | Amer.            | bge.    | 928                 | April 16              | D. Musso & Co.               |                       |
| Emilio V.         | 7 c             | Morrell     | Ital.            | bge.    | 724                 | Mar. 23               | Edward Schellhaas & Co.      |                       |
| Fleming           | 4 k             | Jacobson    | Dan.             | bge.    | 808                 | April 16              | Vogel & Co.                  | Hamburg               |
| Formosa           | 4 c             | Burgwaldt   | Ger.             | sm. so. | 228                 | Feb. 8                | Slomson & Co.                | Chesoo                |
| Friedrich Perthes | 3 c             | Walter      | Ger.             | bge.    | 402                 | April 16              | Wielers & Co.                |                       |
| Gashe Bruns       | 3 c             | Trumbach    | Ger.             | bge.    | 803                 | Mar. 10               | Gilman & Co.                 |                       |
| Golden Fleece     | 4 k             | Wiltshire   | Brit.            | bge.    | 1195                | Mar. 7                | Vogel & Co.                  | New York              |
| Golden Rule       | 4 k             | Lewis       | Amer.            | sh.     | 662                 | April 16              | Butterfield & Swire          |                       |
| Haze              | 4 c             | Kvans       | Amer.            | sh.     | 1352                | June 19               | Vogel & Co.                  |                       |
| Highlander        | 4 k             | Hutchinson  | Ger.             | bge.    | 417                 | Mar. 16               | Slomson & Co.                |                       |
| Jacobine          | 3 c             | Bang        | Ger.             | bge.    | 242                 | April 16              | Wielers & Co.                | Tientsin              |
| Johann Friedrich  | 4 c             | Kroncke     | Amer.            | sh.     | 850                 | April 16              | Melchers & Co.               |                       |
| Mehmon            | 4 c             | Chijman     | Amer.            | bge.    | 1133                | Feb. 23               | Butterfield & Swire          | San Francisco         |
| Penobscot         | 4 c             | Olyman      | Brit.            | sh.     | 2263                | Mar. 16               | Slomson & Co.                |                       |
| Onida             | 5 k             | Longmuir    | Brit.            | bge.    | 385                 | Mar. 21               | Slomson & Co.                |                       |
| Orange Grove      | 8 c             | Cheel       | Brit.            | bge.    | 876                 | April 16              | Wielers & Co.                |                       |
| Phaeton           | 1 c             | Longmuir    | Amer.            | sh.     | 1480                | April 16              | Vogel & Co.                  |                       |
| Prima Donna       | 8 c             | Carly       | Brit.            | bge.    | 890                 | April 16              | Adams, Bell & Co.            |                       |
| Queen of India    | 8 c             | Holmes      | Amer.            | sh.     | 1381                | Mar. 6                | Slomson & Co.                | Honolulu              |
| Republie          | 4 k             | Millar      | Brit.            | bge.    | 1169                | Dec. 17               | Vogel & Co.                  | London                |
| Streamtho         | 4 c             | Tobiasen    | Norw.            | sh.     | 943                 | Jan. 9                | Vogel & Co.                  | London                |
| Sumatra           | 4 c             | Olough      | Amer.            | sh.     | 1090                | Sept. 6               | Russell & Co.                | New York              |
| Thos. A. Goddard  | 4 c             | Smith       | Amer.            | bge.    | 632                 | Jan. 9                | Russell & Co.                | Victoria (V. I.)      |
| Thomas Fletcher   | 3 k             | Pendleton   | Amer.            | bge.    | 645                 | Feb. 23               | Slomson & Co.                | Portland (Oregon)     |
| W. H. Holcomb     | 3 k             | Dunton      | Amer.            | bge.    | 658                 | Mar. 28               | Rozario & Co.                | Coast Dock            |
| WHAMPOA           |                 |             |                  |         |                     |                       |                              |                       |
| Emil Julius       |                 | Jurgensen   | Ger.             | bge.    | 601                 | April 16              | Melchers &                   |                       |